[0020] FIG. 2 shows a section through the steering wheel along the sectional line 2-2 of FIG. 1;

[0021] FIG. 3 shows a section through the steering wheel along the sectional line 3-3 of FIG. 1;

[0022] FIG. 4 shows a section through a steering wheel with a second embodiment of the holding part;

[0023] FIG. 5 shows a section through a steering wheel with a third embodiment of the holding part.

[0024] Figures 1 to 3 illustrate a portion of a steering wheel skeleton 20 with a steering wheel rim 1 and with a spoke 2. A holding part 3 in the form of a holding plate is provided on the latter. As is evident from FIG. 2, the holding part 3 has a U shaped design in the region of the spoke 2, so that it partially surrounds the spoke. As is also evident from FIG. 2, the spoke 2 and the U shaped portion of the holding part 3 lie within a steering wheel foam surround 4, the foam surround also extending into the gap or interspace 5 between the spoke 2 and the holding part 3. The steering wheel foam surround 4 thus holds the holding part 3 securely on the spoke 2, although, apart from the foam surround, there is no mechanical connection between the two. The two parts are fixed in the intended position in the steering wheel foaming mold and are subsequently foamed in. As is evident from FIG. 1, in this embodiment that portion 3a of the holding part 3 which lies within the steering wheel foam surround 4 has a smaller longitudinal extent than the portion 3b which lies outside the steering wheel foam surround 4.

[0025] The advantage of this arrangement is that complex build-on parts can be fastened to standard steering wheel skeletons, without the steering wheels having to be modified. Only the holding part is to be adapted in size and shape to that portion of the steering wheel skeleton to which it is to be fastened.

[0026] In the present embodiment, an adaptor plate 6 is fastened as a first build-on part to the holding part 3 by means of screws 7. This adaptor plate makes it possible to bring a further build-on part 8 into a position which allows the latter to be mounted by means of a screw 9 past the steering wheel skeleton, without the latter being adversely weakened in terms of strength. In the embodiment illustrated, the build-on part 8 is a paddle switch.

[0027] Insofar as simple build-on parts are to be mounted on the steering wheel skeleton, these may be fastened directly to the holding part 3, even without an adaptor, by means of screws or rivets.

[0028] The embodiment of FIG. 4 corresponds essentially to that in figures 1 to 3. The difference is in the shape of the holding part. A holding part 10 with an L-shaped cross-section in the region of the spoke 2 is provided. In this embodiment too, the steering wheel foam surround 4 extends into the gap 5 between the spoke 2 and the holding part 10. A holding part in this embodiment is fully sufficient when lightweight build-on parts are to be mounted.

[0029] The embodiment of FIG. 5 also corresponds in essential parts to that in figures 1 to 3. Here, too, the difference is in the shape of the holding part. A holding part 11 is provided which has a flat design in the region of the spoke 2. In contrast to the preceding embodiments, this holding part bears closely against the spoke 2 and, as in the previous embodiments, is held by the steering wheel foam surround 4. Where the demands on the holding part are particularly high, in this embodiment the latter may also be adhesively bonded to the spoke before being surrounded by foam. In this case, too, the strength of the spoke is not impaired.